

The Times (according to a telegram published in the Indian Daily News) remarks that the object of Lord George Hamilton's offer to buy ten days' drafts on Calcutta or Bombay to the value of one crore of rupees is presumably to increase the balance at the Government treasury and to enable the Indian Government to meet expenses on the frontier.

The *China Gazette* states that at the requisition of the Chief Justice of Macao, the Governor of that Colony has sent over a policeman to Shanghai to take into custody the Portuguese subject V. de Souza, for misappropriation while in the employ of Messrs. Reis & Co., not for embezzlement of Tls. 10,000 as has been reported.

The *Gazette* says that the greater portion of the Hooley-Jameson Loan to China is to be paid over through the medium of the Hongkong and Shanghai Banking Corporation, about one-third of the sum, which is to be applied to railway construction, passing through the hands of the Imperial Chinese Bank. It is believed also that the Russo-Chinese bank will have a finger in a pie. The term of the loan is 50 years, after 10 years of which the Chinese will commence to pay back the principal.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The 14th ordinary general meeting of shareholders in the above company was held at the offices of the General Managers, Praya Central, at noon to-day. Mr. J. H. Lewis presided and there were also present Messrs. J. J. Bell-Irving, Messrs. A. Ross, C. A. Toner, and D. Gubbay (Consulting Committee), Mr. Parfit (Secretary), Mr. H. Cox and Mr. W. H. Gaskell (auditors) and Messrs. D. G. Gillies, G. C. Cox, J. R. Michael, J. E. W. P. A. Barlow, W. Parlane, F. W. Hall, W. Bailey, P. Jordan, A. A. G. Robson, and Chan Tong.

The Chairman said—Gentlemen,—The report and accounts having been in your hands for several days, I propose that as usual they be taken as read. There is nothing of special interest for me to remark upon as regards the working of the steamers, beyond what is set forth in the report. Altogether there has been a steady business throughout the year, and the General Managers and Consulting Committee are pleased to gain some before you with results that we trust will be regarded as satisfactory. With reference to our funds, I may mention that since the date of the report, we have with the advice of the Consulting Committee invested some \$100,000 in high class local stocks, viz: 100 Hongkong and Shanghai Bank Shares, 100 H. K. and W. Dock Co's Shares, and 350 H. K. Land Investment Co's Shares; in addition we have also mortgaged some funds in advances on mortgage; these investments will naturally appreciate our interest account, and we think will be fully approved by shareholders. In connection with adjustment of account with the late Amoy Agents I think I ought to mention that the firm referred to is that of Messrs. Russell & Co. By an oversight the name was omitted in the printed Report and Accounts. In conclusion I have only to add that the steamers' earnings so far since June are well up to the average, but unfortunately the price of fuel has advanced considerably and there is no prospect of any reduction, at any rate for the present. I shall be pleased to answer any question that shareholders may ask.

There being no questions, Mr. G. C. Cox seconded the motion for adoption of the report, which was carried unanimously.

On the motion of Mr. D. G. Gillies, seconded by Mr. Parlane, the Hon. J. J. Bell-Irving and Messrs. C. A. Toner, A. Ross, and D. Gubbay were unanimously re-elected to the Consulting Committee.

Mr. J. R. Michael proposed and Mr. Bailey seconded a motion for the re-election of Messrs. J. H. Cox and W. H. Gaskell as auditors. This was also unanimously carried.

The chairman announced that dividend warrants would be posted on Monday, and the meeting terminated.

ST. ANDREW'S SOCIETY.

The annual meeting of the members of St. Andrew's Society was held at 6 p.m. yesterday in the City Hall. The Hon. J. H. Stewart Lockhart presided and there were also present, Messrs. J. J. Bell-Irving, Mr. Parfit, Mr. D. G. Gillies, Mr. H. Cox, Mr. W. H. Gaskell, Mr. J. E. W. P. A. Barlow, Mr. W. Parlane, Mr. F. W. Hall, Mr. W. Bailey, Mr. P. Jordan, Mr. A. A. G. Robson, and Mr. Chan Tong.

The Chairman moved the adoption of the report, saying he had much pleasure in doing so, because all would agree with him that it was an exceptionally satisfactory one. They had had a membership now of over 200 and their balance of \$3,000 was the largest in the history of the Society. They had not had many calls and the money had been satisfactorily expended in all cases. He believed every one was satisfied with the last ball, which had been a great success, but at the same time it was accompanied by a deficit. It seemed impossible to have a Scotch ball in Hongkong without a deficit. It appeared to be due to a want of enthusiasm on the members' part at the beginning. At first it looked as if the ball was going to be a financial failure, but owing to the indefatigable work of the hon. Secretary it had proved a great success in all respects. It was not fair to such a happy occasion. Mr. Wood and all should try to make the ball a financial success. Reference was made to the Scotch concert held on New Year's anniversary night, and successfully organized by Messrs. Wood and Simms, and the Chairman said he trusted to have a repetition this year. He expressed regret at the loss the Society had sustained by the death of three of its members.

Mr. F. Henderson seconded the adoption of the report, which was carried unanimously.

Mr. D. G. Gillies moved that the Hon. J. J. Bell-Irving be elected President for the ensuing year. He had been a member for many years, and on many occasions, by his able attention and support, he had proved that the interests of the Society could not be placed in better hands (Hear, hear).

Mr. G. C. Cox seconded, saying he had proposed him to the vice-chair, last year, and now he had more pleasure in seconding the proposal that he should go up higher.

Carried unanimously.

The newly elected President responded, saying he would endeavor to do his very best for the interests of the Society and in so trying he would be following in the steps of past presidents.

The Chairman then proposed that Capt. G. C. Anderson be elected Vice-President. This had been proposed at the previous year's meeting and had been the subject of much discussion, and much of the interest of the Society. They would have to have a Vice-President, but they could not have a man of good things (Laughter). He would also be the first Vice-President of the Society (Hear, hear).

Mr. Henderson seconded, saying he had proposed him to the vice-chair, last year, and now he had more pleasure in seconding the proposal that he should go up higher.

Carried unanimously.

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and that was a term of reproach used to him by an old member who had gone home. He was proud of his countrymen here and they could not be beaten for tenacity of purpose or liberality (Hear, hear). He would do his best to preserve and promote the traditions of Scotsmen and the spirit in which they had made the name respected the wide world over. (Hear, hear).

The Chairman proposed that Mr. D. R. Crawford be elected Treasurer and Mr. D. Wood be re-elected hon. Secretary. A way high compliment was paid to the latter gentleman for his energetic and indefatigable services.

The Hon. Bell-Irving seconded, and the motion was carried.

Messrs. Crawford and Wood briefly returned thanks.

The following were elected on the Committee:—Major-General Black, Hon. T. H. Whitehead, Messrs. MacEwen, Bain, and Ross.

On the motion of Mr. D. G. Gillies it was decided to celebrate St. Andrew's Day by a ball.

THE PHILIPPINE REBELLION.

[FROM A CORRESPONDENT.]
Manila, September 19th.

A young Spaniard, said to be the son of a prominent official in the Government service, was condemned to be shot for his anti-republican views, which it was alleged had driven him into complicity with the rebels. The sentence was duly carried out within the precincts of the old Castle, inside the Manila city walls. Attempts were made to keep the affair an entire secret on account of the high personages involved; but it is not quite true that "dead men tell no tales" nor that anybody "never would be missed," and the poor youth's untimely end could not be quite unknown.

A party of Spanish regular troops, sent to escort treasure-bearers who had \$7,000 in their charge for payment of soldiers' wages in the interior, fell into the hands of the rebels. The captain in command and five of his men were killed, the rest "retired," and the insurgents took over the duty of conveying the treasure inland.

Manila, September 21st.

The loan which the Spaniards are raising, as I mentioned a little time ago, is to be arranged as follows. Each loyal Spaniard is to take shares according to his financial position, paying \$50 for each \$100 share on which he receives \$5 per annum for 40 years, and at the end of that time he is to get the full \$100 paid to him (?) That is the scheme and all Spaniards who possess any loyalty are supposed to take as many shares as they can scrape up the money for.

In the Philippines the authorities have pretty well gauged (or think they have) what each loyalist or honest citizen is worth, and if they do not apply voluntarily for an adequate amount of shares, then—well, pressure is brought to bear, and consequences ensue for the "cursed" one. Thus the authorities have to make the whole population give what amounts to a cash guarantee of loyalty.

I have also heard that 70 natives of Pasig were shot for the robbery of that \$7,000 (which by the way was overrated, the amount being only \$5,000) and also a big lot made prisoners.

A private letter from Manila to the *Asiatic* of London says that the situation of the Spaniards in the Philippines is steadily going from bad to worse. "Never before has such a strange phenomenon been placed on record as that which is to be seen plainly every day here—Spanish regular troops, landing from Europe, going right over to the enemy, throwing in their lot with the army of rebellious natives, and turning their arms against their own king and his agents, the power of their own home-land. The natural result is that the state of affairs brought about by the oppression of the hierarchy grows worse from day to day, the insurgents grow stronger and stronger, and the hope of seeing this beautiful colony bow once more beneath the yoke of Spain must be relegated to the Greek Kalends."

THE GYMKHANA.

Patrons.—His Excellency Sir William Robinson, O.M.G., His Excellency Major-General Wilson Black, C.B., Commodore Swinton C. Holland, A.D.C.

Committee.—The Hon. J. J. Bell-Irving, Hart Buck, Esq., Capt. Burney, R. M. Gray, Esq., V. A. Cesar Hawkins, Esq., T. F. Hough, Esq., J. McKillop, Esq., Capt. Loveband, A.D.C., G. C. Cox, Esq., The Hon. F. E. W. P. A. Barlow, C.M.D., C. H. N. Esq., R. L. Col. The O'Gorman, D.A.A.G., G. H. Fols, Esq., Commander Taylor, R.N., The Hon. T. H. Whitehead, M.D., Wood, Esq., W. Y. Regt.

Judges.—The Hon. J. J. Bell-Irving and V. A. Cesar Hawkins, Esq.

Handicappers.—Hart Buck, Esq., R. M. Gray, Esq., G. C. Cox, Esq., Master, Esq.

Timekeeper.—G. H. Fols, Esq.

Club of the Stables.—J. McKillop, Esq.

Hon. Secretary.—Lieut.-Col. The O'Gorman, D.A.A.G.

The fourth Gymkhana meeting of the season was held at the Race-course, Happy Valley this afternoon. There was a fairly good attendance and the weather was favourable for such sport. The fields were large and in most cases the events proved very interesting.

The West Yorks band played on the lawn during the afternoon and helped to make the day between the races in a pleasant manner. Their programme was as follows:—

March.—King Cotton, Sousa.
Pomp and Circumstance, Sousa.
The Merry Dances, Sousa.
The Merry Dances, Sousa.
The Merry Dances, Sousa.

ONE MILE HANDICAP, first prize, presented, second, 15 dollars. Entrance, \$100; but if left in after 2 p.m. on 21st instant, \$3 extra.

Mr. Potts' Tocsin, 1st 7/10. Capt. Burney 1. Mr. Cox's Sancy, 1st 7/10. Mr. Master 1. Mr. Cox's Sancy, 1st 7/10. Mr. Master 1.

A most interesting contest, especially between the three placed men. There were 13 competitors. De Vigne's style was beautiful.

THE LADIES' NOMINATION.—The rider will pass the Lady at full speed; the Lady will throw a polo ball at him, which he should catch and deposit in a bucket further on. Points for the catch, drop and place will be awarded. 1st and 2nd prizes presented. Entrance, 42. Three runs.

Mr. Gibson Mrs. Geddes 1st—50 pts.
Mr. Spencer Mrs. Birtum and—48 pts.
Lt. Colonel The O'Gorman Mrs. Drury 3rd.—

Fifteen competed but all made only a fair to poor show.

THE DISTANCE HANDICAP, the limit horse to start at Round Course Post; first prize, presented, second, 15 dollars; entrance, \$100; but if left in after 2 p.m. on 21st instant, \$3 extra; the weight of rider to be given with entry for information of the handicapper.

Mr. Cox's Sancy, 1st 8/10. Mr. Cox 1.
Mr. Master's Major (a child's pony) 1st 7/10. Mr. Master 1.
Mr. Lee's Glendubb, 1st 7/10. Mr. Gibson 3.
Run in semi-darkness; a procession. The game little pony was beaten on the post.
The Bare-back Obstacle Race was declared "off."

STEEL versus STONE PIERS.

After what we have said on the peculiar usefulness of solid stone jetties for Hongkong, we have no need to say any more just now in support of the substitution of steel. We are glad to learn that a memorial has been drawn up, for presentation to H.E. the Governor, and it is proposed that copies be placed on view, for signature, at the Hongkong Club, the New Club, the P. & O. office, Lane, Crawford & Co's, and Kelly & Walsh's stores. The petition says:—

We, the Undersigned, Agents of Steamships, Owners of Steam-launches, Residents of Kowloon and others interested in the Dock, Factories and the numerous industrial undertakings located there, and in the welfare of this Colony, earnestly beg to call Your Excellency's attention to the fact that experience has shown the solid masonry piers and jetties, in course of erection by the Government on the line of the New Praya Extension, to be particularly ill-adapted for this Harbour. That such is the case was clearly demonstrated during the moderate North-easterly gale which prevailed on Friday, the 17th instant. Early in the afternoon it would have been impossible for a launch to approach the New Marseilles, the only pier of the line, on the lee side, while at six o'clock, when the gale had reached its full force, waves were breaking over the jetty, throwing up columns of water to the height of 20 feet, or more, the spray from which was carried far across the Praya, rendering the jetty absolutely inaccessible; during this time, at the Canton and New Peder's wharves and the other open wooden piers which offer but little area for the sea to impinge against, no spray was observable and launches could, and did, proceed along the line. It then happens that with every fresh North-easterly breeze which blows during the N.E. Monsoon, communication with vessels in the Harbour and with Kowloon has to be suspended on account of the inability of launches and other craft to go alongside the public jetties—as the experience gained during the recent blow certainly indicates.

It is apparent, as we would beg to impress upon Your Excellency, that the only safe shipping trade and the travelling public generally, but also the increasing interests of the important commercial outfit of this Colony on the Mainland, will suffer seriously, and the inconvenience caused to the Garrison and residents of that suburb will be most exasperating.

It is within the memory of many residents that as far back as 1874 it was decided that solid masonry piers, in addition to being a source of danger to the Praya wall itself, were unsuitable for the Harbour, and solid stone wharves, which were in any way interfered with during the reconstruction of the Praya wall after the memorable typhoon of that year, were removed. We have it on reliable authority that the Hon. J. H. Price, then Surveyor General, who during a long experience of typhoons and heavy gales had acquired a special knowledge of the subject, was firmly convinced of the unsuitability of solid stone wharves for this Harbour; that he did all in his power to have them abolished.

Besides acting as breakwaters, over which the waves wash and scatter their missiles in stormy weather, these solid wharves—as was proved in the case of the old masonry jetties removed in 1874—obstruct the natural currents, and consequently silt, garbage and other offensive matters accumulate on either side of them, entailing on the ratslayers, a heavy annual expenditure for dredging, and as has happened in the past, generally proving more or less injurious to the public health. By substituting steel wharves these evils would be avoided, as, although stronger, the piles are far less in size even than wooden piles, and by allowing the sea to flow through freely, they create a natural scour which effectively prevents any objectionable deposits forming along the shoreward.

Before proceeding further with the construction of the stone piers now in course of erection, we would, therefore, most respectfully beg Your Excellency to reconsider the whole question before again reverting to a system which, after a lengthy and thorough trial, was condemned and discarded nearly a quarter of a century ago, and some of the inherent defects of which were brought prominently to notice at the New Murray Pier by the first North-easterly gale after its completion.

We would, furthermore, beg to suggest that all the existing public piers which have to be erected, including those in course of building, should be constructed of mild steel. We are advised on competent authority that this can be done without difficulty and that wharves constructed of that material can be made as strong as those built of solid stone. As an example of the durability of steel wharves in these waters, we would beg to draw Your Excellency's attention to a large mild steel wharf at Quarry Bay, erected in 1882, which has stood remarkably well. We are credibly informed that this wharf, in all intents and purposes, is almost as good condition as when it was first built 15 years ago, and that during that period it has required little more than an annual cleaning and coat of tar.

With regard to the objection which may be raised on the score of expense, on account of the progress which has already been made with some of the masonry wharves, we would beg to point out that mild steel piers are considerably less costly than stone, and, even if the change would involve increased expenditure, we would submit that the additional outlay would be more than compensated for by the saving effected in dredging expenses later on, while, if the experience of 1874 with these stone piers is to be repeated, the ultimate saving to be derived from adopting this course before proceeding any further with the work, is incalculable.

We fully realize that the substitution of steel

for stone jetties will cause some delay, but the question that it has already been clearly established that solid wharves are not suitable for this harbour, would, we can assure Your Excellency, reconcile the community to the loss of time which the proposed alteration must necessarily incur.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE FUTURE OF SILVER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir:—It has been a general opinion since the money question attracted the attention of so many interested students as it does to-day. The radical changes in the existing rates of value, the revolution in legislation affecting money metals, the wide spread depression thought to be in some way connected with the demonetization of silver, and the corresponding reduction in the prices of commodities together with the opposing theories advanced by advocates of the various plans proposed for relief, appeal to all thinking men, while contact with stern realities, sharp and rapid changes, leaves little wonder that the subject has so suddenly taken on new life.

Not the least interesting among these new phases is the fact that the new conditions have been brought about in defiance of the theories of some monometallists, which if sound would never have permitted such results. Even the London Times for all these years so positive that since legislation could not add to the intrinsic value of a metal the converse was a true, viz. adverse legislation could not detract from its value, now comes forward and frankly admits it cannot account for the continued fall in silver. It has gone back the admitted cost of production, while the commodity price of gold is many times higher than its cost, it witnesses the inordinate profits arising from its illegitimate production.

To briefly consider these phases and to point out the remedies which recent history suggests is the object of this brief article. Space will not permit extended arguments, but suggestions may enable the student of finance to choose the way to the desired haven.

Within a year the question of bimetallic has been most vividly brought to the attention of Europe and America. A powerful political party in the latter country went so far as to propose to restore the free coinage of silver at a fixed rate of 16 to 1, independent of all other nations. Not taking into consideration the small number of the world's business which was represented by American trade, they held that their action alone would restore silver to its former value and relieve the nation of the prevailing depression. A large majority however held the views of all European financiers and refused to take the step which would have depreciated the currency and driven gold from the country. This political action, while it secured the securities they held, A majority of those who opposed independence and advocates of the reopening of the mine to silver providing other nations can be induced to join in the movement. Hence the effort now being made to secure a conference of all the powers. They believe the closing of the mine to silver reduced the supply of money of ultimate redemption just when the enlarged trade of the world, enlightenment of the races and increased demand for the medium of exchange had increased in the amount of the medium of exchange most essential. The business of the Occident cannot be done on the per capita of exchange necessary in the Orient. They believed and urged that a season of depression would follow which in the balancing would benefit the creditor class as it increased the purchasing power of his capital.

They are now in the midst of the effort to restore silver to its old position. They still hold these views and are now better prepared to prove their case. The proposition is, let the great nations open the mine to silver and it will immediately resume its old stand by the side of gold; that it may fluctuate a little as it has in all times past, but that this is a lateral and that all industries will share in the ameliorating effects of an expanding currency.

The most self-satisfied theorists of this generation have been the monometallists of both Europe and America. They have explained that the fall of silver was entirely due to over production and reduced cost of production. They have shown to their own satisfaction that the mere stamping of gold did not add to its value; and they have proved their proposition by striking the sovereign, or eagle, with a hammer, and then holding up the distorted lump of yellow metal, which was of the same value as when it bore the impress of the national die. On the other hand they strike the silver coin and convert it into its true value measured by the cost of production as compared with gold; the widening breach was clearly accounted for by the operation of natural laws—the enormous production and the cheap processes of treatment recently introduced. Hence, they concluded that to reopen the mine could not restore the value. The London Times has been especially energetic in its assertions that silver was simply seeking its level. Within the last few years it has confessed its inability to explain present conditions on its theories.

The above is a glimpse into the recent past. What are present conditions? The monometallist theorist has been given all he asked for. Has he proved his case? Since, as he asserted, "Stamping gold does not add to its value nor does withholding the stamp from silver detract from its value," the opportunity to prove the correctness of the theory has been given him. He has been asked to explain present conditions on his theories.

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money lender just as a law compelling a creditor to accept payment in a cheaper money than he loaned would be dishonest and demoralizing.

The proposed Monetary Conference would have an advantage over all previous conferences. It would be the result of a practical trial of adverse legislation on a money metal. It would see the effect of a steady decrease in production of that metal and a rapid increase of the favored metal by which it is measured—natural causes which should tend to raise the price of silver as compared with gold.

The out-pot of gold for 1897 will, I predict, reach over \$240,000,000. The United States alone will this year produce over \$40,000,000 and from no source comes the word that there will be a material reduction, while new fields are being opened up. Silver mines are either closed down, or running at a loss, hoping for a change. The Japan mines have just closed, the American mines have been closing for two years until few are worked for the silver alone. In spite of these conditions silver continues to go down.

The future is gloomy. A ray of hope is found in the announcement that the British Government will consult India as to the advisability of joining in the proposed Conference, and in the less reliable rumor that the Bank of England would keep a portion of its reserve in silver. Should the Indian Government advise against the Conference and it should fail, I see no reason why silver should not decline to forty cents an ounce and remain below fifty until the world's surplus is consumed in the arts, then it will recover until a figure is reached which will meet the demands of profitable production. To accomplish this will take ten years. The Indian Government should be petitioned to favor the Conference and see to the relief of the masses of all countries give new life to industries. It is not desirable that the few nations that can be brought together now should declare for unlimited coinage on the old ratio. This might prove as disastrous in the other direction, but a limited coinage would relieve the present straits, and precipitate no new complications.

Amoy, Sept. 18th, 1897.

THE MACASSAR SCANDAL.

TWO LITTLE CASES IN VIEW.

Some of the Java newspapers have got into an awkward muddle over the Macassar Scandal. The *Batavia Nieuwsblad* of the 13th August, after remarking that "we are threatened with a second 'Carpenter case' (known also as the *Costs Rica Packet* affair), describes the details of the charge against the British subject Valberg, but places in its editorial paragraph the name of Mr. Frank (Wardle, Frank & Co.), Valberg's employer, through a gross blunder, as being the criminal in person, who has been five months in prison on a charge of theft. Mr. Frank has thus been laid under a false charge, and calculated to do him serious commercial injury. Mr. Frank writes to us (*Singapore Free Press*) asking that we contradict the statement that he has been round certain Java papers stating that he is under arrest on a charge of theft. He adds: "The editor of the *Batavia Nieuwsblad* has inserted a leader in me. The editor of *Telegraph* *Advankantblad* (21st Aug.), a Surabaya paper, copied it, and wrote another in prison on a charge of theft. It has got into one of the London papers and my people are calling 'Why is Frank in prison?' They have confused my name with that of Valberg. I have served both editors with a writ claiming 12,000 (£10,000) damages. The editor of the *Macassar Courant* has corrected the false statement."

SIGNS OF THE TIMES IN INDIA.

(Madras Times)

THE MAHOMEDANS OF MADRAS. We are reliably informed that Madras Mahomedans are reporting it amongst themselves that the British have suffered a severe defeat in the north, and that "the Sultan" is marching victoriously upon India. Whether "the Sultan" is a sort of abstract name for the generic head of the Mussulman tribesmen, or whether through mixed ideas as to the geography and the facts of the case, local Mahomedans believe that the Sultan of Turkey himself with whom we have been engaged in the past, we know not, but the rumor is a fact.

We are also informed by one who should know best perhaps in the whole city that in Ungapah Naik Street, in Jefferson Street, and in Moor Street, Mahomedan houses have been illuminated for the last few nights, and that selections from the Koran have been read and prayers offered. It is possibly, of course, some Moslem ceremony that has been about, but it is not unlikely that a general recrudescence of fanaticism, along with the recrudescence of plague, has secured an occasion for rejecting and for special prayers for the better success of the Moslem cause throughout the world.

TARBOOSHES AND TROUBLE. That there is among the Mahomedan races of this country a deep sympathy for the "un-speakable Turk" and a feeling of exultation in the fortuitous victories he has gained in Europe is a fact not to be denied, and is well known to every one in India. Sir William Hunter, as reported in our Telegrams from Russia, declares that a feeling of "passionate unrest has been aroused among the Indian Mussulman by the Radical abuse of the Sultan and of Mahomedanism in England." However this may be, the sympathy for the Turk is a feeling far from unnatural, but at the same time it is a feeling which it behooves us to mark carefully in the matter of its symptoms when its

Intimations.

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.THE
BESTMOST
WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLESMILITARY
EQUIPMENT

Sole Agents for HONGKONG, DODWELL, CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

IN THE MATTER OF THE TRADE MARKS
ORDINANCES (Nos. 16 of 1895 and 20
of 1895)AND
IN THE MATTER OF AN APPLICATION ON BEHALF
OF THE STOCKTON MILLING COMPANY
FOR LEAVE TO REGISTER CERTAIN
TRADE MARKS.

NOTICE is hereby given that the STOCK-
TON MILLING COMPANY, of San
Francisco, in the State of California, United
States of America, Merchant Millers, have on
the 28th day of June, 1897, applied to His
Excellency the Governor of Hongkong for leave
to register certain TRADE MARKS in the
Register of Trade Marks in the Office of the
Colonial Secretary for the Colony of Hongkong,
in the Name of the said Company.

The said Trade Marks have been and are
intended to be used in respect of WHEATEN
FLOUR manufactured from the best quality of
WHEAT.

Facsimiles of the said TRADE MARKS can
be seen on application at the Office of the
Colonial Secretary for the Colony of Hongkong,
or to the Undersecretary.

Dated the 3rd day of July, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for the
STOCKTON MILLING COMPANY.

GREATEST BLESSING OF LIFE.
PROFESSOR H. WINTER.

THE GREAT AMERICAN INDIAN EXPERT,
Warranted to Cure Hard and Soft Corns, Bunions,
Chilblains, Ingrowing Nails and Warts.

Guarantees to take them out without pain or
drawing blood, and further guarantees to per-
form a perfect cure.

Has Arrived 1 HONG KONG, and will re-
main here until October 1st, at the
HONGKONG HOTEL.

Room No. 83, 84, and at his Office No. 29,
Queen's Road Central, under the
HONGKONG HOTEL.

Office Hours from 8 A.M. to 4 P.M.

CONSULTATION FREE OF CHARGE.
Those who wish MR. WINTER to visit them
will please send their address, and he will call
on MONDAYS and FRIDAYS between 2 and
5 P.M.

CHARGES MODERATE.
The Professor speaks English, German,
French, Spanish and Portuguese.

Hongkong, 16th September, 1897. [1461]

CAROLINE MAUVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 17th September 1896. [133]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK,
MAKERS, JEWELLERS, SILVER,
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

Sole Agents for Louis Armand's Watches
awarded the highest Prize at every Exhibition,
and for the only Swiss-made watches in the
Colony.

CELEBRATED 60,000 GUARANTEES
MARINE GLASSES, and SPECIMENS.
Nos. 54 & 55, Queen's Road Central. [140]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

Sole Agents in the East for the distinguished
CLARKE, HUMBER and GLADSTONE Co., Ltd.,
DUNLOP TREADER CYCLES. Price, £18.

A special reliable Watch made for this Climate
Quality A. £16
Quality B. £12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telephone Office.

TAKE NOTE
It is universally admitted that
to indicate the exact use of words, no
Dictionary can compare with the New
Edition of

WEBSTER'S DICTIONARY.
At the office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, a Copy
of the Webster of Webster, the latest and most
emphatic proof that Labor omnia vincit.

Hongkong, 17th May, 1897. [821]

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board ship.

We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.
Call "Jing" W.W.
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, PRINCE STREET.

ZETLAND LODGE,
No. 55, E.C.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, on FRIDAY, the 1st
October, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 24th September, 1897. [1467]

TO LET.
ROOMS on the SECOND FLOOR of No. 6,
QUEEN'S ROAD CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 13th September, 1897. [1407]

TO LET.
DWELLING HOUSES—
HOUSES in HONG TERRY.
FLOORS in STANTON and ELGIN
STREETS.
TOP FLOOR No. 1, BLUE BUILD-
INGS.
GOLDWINS in Blue Buildings.

THE HONGKONG LAND INVESTMENT
& ASSURANCE CO., LTD.
Incorporated in Hongkong.
23rd September 1897 [141]

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
THE Company's Steamship

"HAIMUN."
Captain Bathurst, will be despatched for the
above Ports on TUESDAY, the 28th instant, at
Noon, and not as previously notified.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 25th September, 1897. [1470]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
FOR LONDON AND LIVERPOOL, VIA
STRAITS AND CO. OMBO.

(Taking Cargo at through rates for GLASGOW,
CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"OOPACK."
Captain E. Willis Jones, will be despatched as
above on or about the 28th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd September, 1897. [1460]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ENERGIA."
to sail about 7th October, 1897.
S.S. "MACDUFF," to sail about 21st Oct., '97.
S.S. "CROMARTY," to sail about 20th Nov.
S.S. "SIKH," to sail about 10th Dec., 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 24th September, 1897. [1133]

NORTHERN PACIFIC STEAMSHIP
COMPANY.
AND
OREGON RAILROAD AND NAVI-
GATION COMPANY.

FOR
PORTLAND, OREGON.
PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)
Mogul 3,054 | Tuesday ... | Oct. 12.
Braemar 3,601 | Tuesday ... | Nov. 16.

THE Steamship
"MOGUL."
Captain, Wright, sailing at Noon on TUES-
DAY, the 12th October, will proceed to
PORTLAND, OREGON, via MOJI, KOBE
and YOKOHAMA.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Oregon Railroad
and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 22nd September, 1897. [1458]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"MENMUIR."
Captain McArthur, will be despatched for the
above Ports on TUESDAY, the 28th instant, at
Daylight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which can store the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 20th September, 1897. [1442]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND
BOMBAY.
THE Company's Steamship

"IDZUMI MARU."
Captain R. Nomomi, will be despatched for the
above Ports on TUESDAY, the 28th instant,
at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 17th September, 1897. [1427]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship

"ARRATOON APCAR."
Captain K. H. Sandberg, will be despatched for the
above Ports on TUESDAY, the 28th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd September, 1897. [1464]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR KOBE AND YOKOHAMA.

THE Company's Steamship
"KANAGAWA MARU."
Captain J. MacKerel, will be despatched as
above on TUESDAY, the 28th instant, at 4 P.M.

This Steamer is fitted with Superior Accom-
modation for First-class and Second-class
Passengers and is lighted by Electricity through-
out.

A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 21st September, 1897. [1451]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLOS."
Captain D'Almeida, will be despatched as above
on MONDAY, the 4th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd September, 1897. [1366]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LIV."
T. Hansen, Master, will be despatched for the
above port on or about the 6th October.

To be followed by the Steamship
"SAINT NINIAN,"
on or about the 25th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st September, 1897. [1448]

SAILING VESSEL.
FOR SAN FRANCISCO.
THE 100 A British Ship

"FALLS OF DEE."
Lock, Master, shortly expected, will load here
for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897. [1244]

FOR SAN FRANCISCO.
THE 100 A British Bark

"HEATHBANK."
McKee, Master, shortly expected, will load
here for the above Port, and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1897. [1057]

FOR BALTIMORE.
THE 313 L. I. American Ship

"ISAAC REED."
Captain Waldo, will load here for the above
Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th August, 1897. [1322]

FOR BALTIMORE.
THE 100 A L. Hawaiian Bark

"JOLANI."
Captain C. C. McClure, is loading here for the
above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st September, 1897. [1446]

FOR NEW YORK.
THE 315 A L. American ship

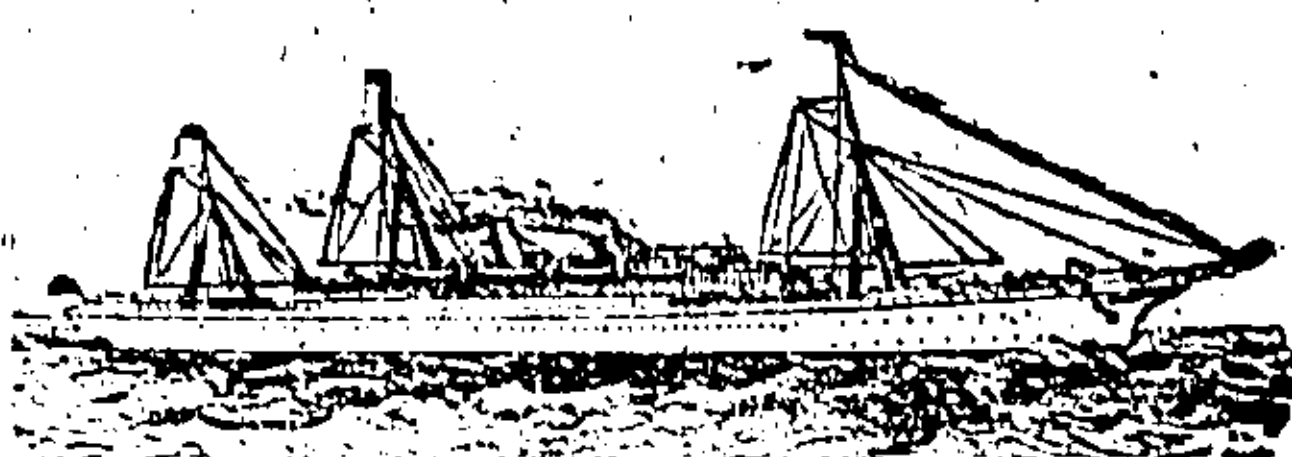
"ABNER-COBURN."
Captain M. L. Park, is loading here for the
above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st September, 1897. [1447]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 29th September.
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 27th October.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 1st September, 1897.

Occidental & Ori-
ental Steamship
Company.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Capita (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Sept., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th Oct., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 9th Nov., at Noon.

THE U. S. Mail Steamship
"PERU"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU on
THURSDAY, the 30th Sept., 1897, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and
GRAND, and the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [2]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table.
Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the Rocky and Cascade Mountains. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)
Olympia 2,608 | Tuesday ... | Sept. 28.
Columbia 3,605 | Tuesday ... | Oct. 19.
Tacoma 3,549 | Tuesday ... | Nov. 9.
Victoria 3,507 | Tuesday ... | Nov. 30.
Olympia 2,608 | Tuesday ... | Dec. 21.
Columbia 3,605 | Tuesday ... | Jan. 11.

THE Steamship
"OLYMPIA."
Capt. Trubridge, sailing at Noon, on
TUESDAY, the 28th September, will proceed to
VICTORIA (B.C.) and TACOMA (Wash.), via
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 7th September, 1897. [14]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship
"MIRZAPORE."
Capt. T. Wickenden, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., on THURSDAY, the 7th October, at Noon,
taking Passengers and Cargo for the above
Ports. This Steamer connects at Bombay with
the S.S. Calcutta leaving that Port on the 30th
October for London direct.

Silk and Valables, all Cargo, for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.